



Introduction

QTRIP overview

Background

The Department of Transport and Main Roads plans, manages and oversees the delivery of a safe, efficient and integrated transport network. QTRIP outlines the department's current and planned investments in transport and road infrastructure over the next four years for roads, bridges, railways, marine infrastructure and public transport solutions.

Benefits and purpose

QTRIP enables the department to:

- ensure smooth project delivery by informing workforce planning across all industry sectors
- provide transparency about planned investment in transport infrastructure across Queensland
- coordinate infrastructure and services across various transport modes
- integrate transport and land use planning so developments have appropriate access, and land use supports sustainable transport options
- comply with legislative requirements
- demonstrate support provided to local government and Indigenous communities for local road upgrades.

Content

QTRIP's program of work is developed in accordance with funding allocations identified by the Australian Government and Queensland Government in their annual budgets and both governments' policy objectives. QTRIP excludes works undertaken by Queensland Port Authorities.

QTRIP identifies firm funding commitments for the first two years for Queensland Government funded projects, and for the first year for projects funded by the Australian Government. It identifies indicative funding for the remaining years of the four-year program.

Strategic intent

The strategic intent of QTRIP is shaped by Transport and Main Roads' strategic priorities which are outlined in the *Transport and Main Roads Strategic Plan 2016-2020*.

The QTRIP also aligns with whole-of-government policies and strategies such as the *State Infrastructure Plan*, which was released in March 2016.

The *Transport and Main Roads Strategic Plan 2016-2020* states the department's vision, purpose, strategic priorities, objectives and values. It guides the strategic direction of departmental operations for the next four years.

Transport and Main Roads' vision is 'Creating a single integrated transport network accessible to everyone', with the department's overall purpose being 'We bring Queensland closer together'.

In delivering the department's strategic priorities, Transport and Main Roads contributes to the Queensland Government's objectives for the community:

- creating jobs and a diverse economy
- delivering quality frontline services
- protecting the environment
- building safe, caring and connected communities.

Progress against the department's strategic priorities and objectives is reported through Transport and Main Roads' Annual Report and Service Delivery Statements.

The *Transport and Main Roads Strategic Plan 2016-2020* also guides the development of annual branch business plans, and is updated each year to ensure that it keeps pace with emerging challenges and opportunities in an ever changing operating environment.

Legislative requirements

Under the *Transport Infrastructure Act 1994*, a program of works is required to be produced annually by the Director-General and is to be made available publicly. QTRIP is produced in accordance with financial planning, transport planning and other requirements. Subject to Ministerial direction, QTRIP is developed in association with other plans, programs and modal strategies, including integrated land use and infrastructure planning.

Stakeholder engagement

Queensland's transport and road system connects people, business and industry, markets and employment. Connecting with stakeholders through QTRIP is an essential part of the department's business to achieve the best transport and road outcomes for Queensland.

Transport and Main Roads' stakeholder engagement includes one-on-one engagement, community engagement, industry briefings, and alliances and partnerships with external organisations.

To ensure the future economic sustainability of Queensland, Transport and Main Roads works with partners and stakeholders in government, community and industry. Stakeholder engagement provides a platform that supports innovative ways to plan, fund, build and operate new and existing transport infrastructure.

Key stakeholders include the Australian Government, other state government departments, local government, peak industry and government bodies. Other partners and suppliers include the private sector industry, contracting and engineering peak bodies, universities, Indigenous groups and environmental groups and agencies.

These vital stakeholders provide critical analysis, input and advice that help the department refine its policies, programs, investment decisions and services.

Working with communities

Transport and Main Roads' decentralised operations have provided a strong local presence in Queensland communities for many years, built on long-term engagement with the community for infrastructure projects.

Working with local government

The Roads and Transport Alliance is a 14-year partnership between the department and the Local Government Association of Queensland (LGAQ) on behalf of local governments, for the stewardship of Queensland's regional road and transport network.

Under the Roads and Transport Alliance, local governments voluntarily collaborate with Transport and Main Roads' districts to form 17 Regional Roads and Transport Groups (RRTGs), who make local transport infrastructure investment decisions based on regional priorities.

RRTGs receive an annual allocation from the Roads and Transport Alliance Board through the Transport Infrastructure Development Scheme (TIDS), to fund projects in accordance with regional priorities regardless of transport network ownership.

Projects must be prioritised using a robust program development process to determine future investments for nominated transport infrastructure assets.

The Roads and Transport Alliance has led to increased collaboration, capability building and engagement in the districts. Collaboration based on transport priorities for community outcomes, rather than asset ownership, will continue as the key driver of the Roads and Transport Alliance.

Working with national stakeholders

Transport and Main Roads represents Queensland's interests nationally on peak Australian transport and road bodies such as Infrastructure Australia, Transport and Infrastructure Council, Transport and Infrastructure Senior Officials Committee (TISOC), National Transport Commission (NTC) and ARRB. The department is recognised nationally and internationally for its contribution to the transport agenda and for its willingness to learn from others.

Operating environment

Key entities in the management of QTRIP are outlined below.

Department of Transport and Main Roads

Policy, Planning and Investment Division

The Policy, Planning and Investment Division defines key strategies, policies and plans for an integrated transport system that supports the efficient movement of people and goods. The division ensures investment decisions are aligned with the delivery of an integrated transport network for Queensland and represent value for the community.

Infrastructure Management and Delivery Division

The Infrastructure Management and Delivery Division facilitates the safe and efficient delivery of transport infrastructure and operations of the state road network, and provides an economic and social overlay to ensure best value for Queenslanders.

To assist in managing and delivering the QTRIP, there are six geographic regions made up of twelve districts, with staff located in a number of offices across the state. The offices represent the department across south east and regional Queensland, and are one of the infrastructure delivery areas of the department.

The division ensures the department keeps up with national and world practices, standards and specifications to ensure that the state's transport infrastructure is safe, cost-effective and operates efficiently and whole-of-life costs are minimal.

The division also includes RoadTek (the department's commercial business arm) which is instrumental in the delivery and maintenance of road and transport infrastructure throughout regional and remote Queensland, where their presence adds value to the way products and services are delivered.

TransLink

TransLink leads Queensland's overall passenger transport network to deliver safe, cost-effective and accessible services and infrastructure for Queenslanders. The division works with a range of service providers and government agencies statewide to manage and regulate the passenger transport industry, manage operator performance through contracts, and deliver rail strategy and assets.

Other

Queensland Rail

Queensland Rail is a statutory authority responsible for the operation and management of rail passenger services and rail infrastructure services to a safe, reliable and fit-for-purpose standard.

The Rail Transport Service Contract between Transport and Main Roads and Queensland Rail governs the funding arrangements for new rail infrastructure, maintenance of the existing rail network and the provision of both south east Queensland and regional long distance passenger rail services.

Gold Coast Waterways Authority

The Gold Coast Waterways Authority is a statutory authority responsible for strategically managing the development and use of the Gold Coast waterways so they remain clean, safe and accessible.

The Gold Coast Waterways Authority manages the waterways south of the Logan River to the New South Wales border. Inland waterways include rivers, canals, lakes and dams within the City of Gold Coast local government area, as well as the areas at the mouth of the Nerang River, Currumbin Creek and Tallebudgera Creek.

Opportunities and challenges

Population growth and managing demand

Queensland's estimated residential population of 4.7 million is expected to grow to more than 7.5 million by 2036 and 8.6 million by 2044¹. The majority of this increase is likely to be in south east Queensland, coastal communities and regional centres with industry growth.

Queensland's net population is also ageing with the percentage of people aged over 65 years predicted to rise from 14% in 2015 to 21.1% in 2044¹. To cater for this growth, Queensland has seen substantial investment in infrastructure and public transport services over the past decade. However, the department is faced with significant challenges to manage the ongoing impact of this growth, harness opportunities and mitigate associated risks, such as increased congestion.

In addition to traditional demand management initiatives to address congestion, new technologies (such as Cooperative Intelligent Transport Systems) will play a significant role in managing transport demand and increasing the efficiency of current assets. There is an opportunity for the department to embrace new technologies as a cost-effective means to improve transport efficiency, safety and meet customer expectations.

Improvements in traffic control systems and innovations in data collection from infrastructure assets will enhance performance and help minimise whole-of-life costs of the transport network. Advances in mobile communication technology will enhance the sophistication and accessibility of real time transport information available to the public. These advances will also allow transport network users to make more informed travel choices, whether they are travelling by car or by public transport.

¹ Source Transport and Main Roads Annual Report 2014-15

While new technology provides significant opportunities for managing a growing and increasingly diverse population, the challenge will be to ensure that Transport and Main Roads anticipates emerging technologies and understands how they can be used to support economic growth and benefit all transport users.

Road safety

Queensland has adopted the Safe System approach to road safety which, while encouraging road users to be alert and compliant, also aims to reduce the severity of crashes through protective infrastructure treatments, speed management and enforcement, and vehicle safety features.

The Queensland Government develops road safety action plans every two years, which outline efforts across the road network targeted where the greatest potential is to reduce the number of serious casualties.

Queensland's Road Safety Strategy (2015-21) and *Road Safety Action Plan (2015-17)* ensure the delivery of high benefit road safety infrastructure initiatives. These documents include dedicated work to make roads and roadsides safer and more forgiving in the event of a crash, through initiatives such as the Australian Government funded Black Spot Programme, and the Queensland Government funded Safer Roads Sooner program, Safety Mass Actions program, Road Safety Minor Works program and others.

The Australian Government funded Black Spot Programme receives nominations from members of parliament, the public, local government and Transport and Main Roads' districts. It treats reactive (a crash history indicates high risk) and proactive (crash risks identified before the crashes

occur) projects on local council, state-controlled and National Land Transport Network roads.

The Queensland Government funded Safer Roads Sooner program funds projects to similarly treat high risk sites on state-controlled and National Land Transport Network roads.

Both the Australian Government funded Black Spot Programme and the Queensland Government funded Safer Roads Sooner program treat high risk sites with low-cost, high-benefit engineering treatments through an annual nomination process.

The Queensland Government funded Safety Mass Actions program delivers widespread low-cost engineering treatments (such as wide centreline treatments and removal of roadside hazards) to improve the safety of the road network.

The Queensland Government funded Road Safety Minor Works program provides funding to deal with emergent safety issues (often identified through customer enquiries) in a responsive manner and to deal with local safety priorities. The program also has a funding component dedicated to addressing identified road safety issues that impact vulnerable users (pedestrians, cyclists and motorcyclists).

There are also specific safety packages on the Warrego Highway and the Bruce Highway, funded by the Australian Government and Queensland Government.

Freight needs

A significant portion of the road and rail networks in Queensland form part of the nationally-accredited Key Freight Routes. The movement of freight is a critical activity driven by industry, population growth and consumer needs, and is fundamental in supporting economic growth across the state and the country. Queensland's freight task is expected to double over the next 20 years, driven by population growth and economic activity. This task will continue to place increasing pressure on both the road and rail transport networks, particularly those supporting key inter-regional and urban links which support agricultural, mining and major industrial areas, seaports, airports, commercial business parks and major retail centres.

To support this growing freight task, Transport and Main Roads is implementing key actions from Moving Freight – a long-term strategic vision and key actions that seeks to facilitate infrastructure investment in line with government, industry and community needs.

Enhancing freight movement is critical to Queensland's global competitiveness and economic performance. Queensland's wide variety of industries presents varying transport movement demands, including containerised freight, bulk freight, very large loads and over-sized loads. The challenge is to continue to deliver an integrated transport network that supports government, industry and community freight needs and is safe, efficient, reliable, and environmentally sustainable.

Funding and financing

Like many other transport agencies worldwide, Transport and Main Roads is facing significant challenges to provide Queensland with an economically sustainable transport network now and for the future. There remains a high

expectation from stakeholders and the community that government will address the need for integration of planning and infrastructure, leading to the right infrastructure, when and where it is needed.

Funding to run, maintain and build the transport network in Queensland comes primarily from the Australian Government and Queensland Government. The state-funded component includes revenue from motor vehicle registration and proceeds from infringements (such as camera detected offences), as well as other sources. Some projects are partly funded by local government and developer contributions. Other projects are jointly funded by the Australian Government and Queensland Government. Funding provided by the Australian Government demonstrates collaboration and presents major opportunities in delivering Queensland's nationally significant infrastructure into the future.

The Queensland Government is also committed to securing infrastructure for the community through the use of alternative funding and financing models. In this regard, significant private sector involvement in the delivery of infrastructure projects is encouraged where it can be shown that the state will achieve value-for-money.

Rural, remote and Indigenous communities

Queensland's regional prosperity, and associated transport profile, is heavily influenced by the vast distances between regions and cities, the concentration of the population in south east Queensland, isolated resource production areas and export driven markets.

To address these challenges, the Queensland Government continues to explore funding options for transport infrastructure improvements within rural, remote and Indigenous communities. A number of initiatives build upon

previous years' work to further improve the surface of roads, improve flood immunity to reduce disruptions in the wet season, and maintain or upgrade maritime infrastructure. QTRIP serves local communities through the creation of employment and training opportunities for local residents which are built into project delivery, wherever possible.

Environment and heritage management

Queensland's environment is under increasing pressure as a result of the state's growing population and associated industrial and residential development. The department is committed to achieving balanced and sustainable environmental, social and economic outcomes for the community through responsible stewardship, planning, delivery and management of a multi-modal transport network that connects Queensland now and in the future.

Transport and Main Roads' commitment to environmental sustainability, cultural heritage and historical heritage management continues to be addressed by several programs. The department is managing and enhancing the transport network by investing in nature conservation, fire risk management, road landscaping and road traffic noise barriers. In addition, the department is meeting its legislative obligations in managing air and water quality, soils and biodiversity during the construction of transport networks. These activities ensure environmental sustainability outcomes and reduced environmental impacts across Queensland.

